

LOCAL MATTERS

We have had fine rains and now have fine growing weather.

Rev. E. L. Sisk will preach at the Baptist Church on next Sunday morning.

The announcement of Col. D. Wyatt Aiken as a candidate for re-election to Congress will be found in our columns this week.

Mr. B. Wilkie Bell, father of Dr. B. W. Bell, died at Franklin, N. C., in the 91st year of his age. Mr. Bell was highly respected and loved by all who knew him.

Col. Ira Sage and his corps of surveyors are out locating the line of the Rabun Gap Short Line Railroad from the Georgia line to the Tennessee line.

Rev. H. N. Hayes will preach at the Old Field on the 5th Sunday in May, at 11 o'clock A. M.

Rev. H. N. Hayes will deliver a temperance address, followed by other speakers, at the Stone Church on Saturday, the 5th of June, at 3 o'clock P. M.

'Open air concert at the Brewery Park on Friday evening 8 o'clock by the Dixie Cornet Band. The public are respectfully invited to attend.

Mr. D. A. Zeigler, a graduate of Newberry College and well known to many of our readers, has been admitted to the bar from Anderson County.

Mr. Wm. P. Calhoun, Principal of the Fair Play High School, has been admitted to the bar. Mr. Calhoun is a promising young man and has our best wishes for his success in life.

We learn that a water spout descended on the East prong of Cheochee Creek on Saturday night last. The creek was higher than ever known in the range of the spout, which was confined to an area of a few miles. Inside this area the land was badly washed and some of the crops had to be re-planted.

Mr. S. E. Maxwell sends us from Toxaway a fine bunch of Means grass, between three and four feet in length. This grass is said to be fine for feeding green or for hay when cured.

A new passenger coach has been placed on the road between Wallhalla and Belton. This was much needed and will be highly appreciated by the traveling public. We still ask Mr. Fry for a "straight-out" passenger schedule and a separate freight train to be run during the day, with accommodations for passengers. We are convinced that this is best, not only for the road, but the people along the line.

Up to Tuesday evening, the 25th instant, our County Treasurer had given out 370 tax receipts and collected \$4,143.93. This is the largest collection ever made on the first instalment in this county and can hardly be beat in the State in proportion to the total tax of the various counties.

Pompey Keels, one of our best colored farmers, has laid on our table a cotton stalk grown last year, apparently sound and covered with leaves. This stalk was taken from ground manured last year with ashes. Pompey informs us that nearly all the stalks on this part of his farm are green and growing finely. We commend Pompey and his second growth of cotton to our friend Pope, of the Columbia Register.

The Abbeville Press and Banner, speaking of the crops in that County, says that the stands of cotton are better than ever before known at this season, the wheat crop will be nearly a failure from rust, the oat crop is large and promises a good return and the corn crop is liberal in area and promising in yield. Rye and barley are sown to a small extent only.

We are glad to see that Rev. J. K. Pace has returned to this County to preach in the Fork Association during the summer. He came last year as a stranger and did his work faithfully and well. Now he comes as a friend and receives a cordial greeting. His first appointments are as follows:

Wednesday night, 26th instant, at Pleasant Hill.
Thursday night at Deaton's School House.
Friday night at Rock Springs.
Saturday morning at Old Liberty.
Sunday morning at Old Liberty.

Wm. D. Deaton has rebuilt his lime kiln at Pulaski, in this county, and has it now in operation. The front wall is built of stone and is seven feet thick at the bottom and five at the top. The kiln is 24 feet long by 16 feet high and is nine feet wide. It holds 2,000 bushels. He has burned one kiln which he is selling at 125 cents per bushel for the slacked and 25 cents for unslacked. This kiln was worked before the war and the lime pronounced a good article.

Rev. J. K. Pace preached in the Baptist Church last Sunday from the text, "I am the way." His discourse was brief, pointed and forcible, and when he had expounded his text he quit. This is an excellence but few ministers can boast of and one which all congregations appreciate highly. Dr. Thornwell, with all his great ability, preached brief and pointed sermons, and we have heard he was accustomed to say one hour should cover the entire service, giving from thirty to forty minutes to his sermon proper. We often see ministers, with little information, talking from two to three hours, and wandering over the whole field of theology, without impressing or interesting any one. A few truths forcibly presented will be retained by the hearer and have their proper influence, while in a long and unsystematic discourse the mind is confused and retains nothing.

The fish of all kinds in our rivers are diminishing rapidly in number and variety. We can remember when shad in the heart of the season were caught in such abundance that they sold at ten to fifteen cents each, while for several years not more than twenty to forty have been caught above the junction of Keowee and Little Rivers, and this year we have heard of but one being caught. The suckers once abundant in Keowee, and as many as eight hundred have been caught in a trap in one night during a heavy freeze, while now they are scarce. The same is true of other varieties of fish. We see the Fish Commissioner has received a million of young shad which will be put into the rivers of South Carolina, and we hope in a few years our streams will be re-stocked, as fish is both a healthy and palatable food.

Subscribing for a newspaper is a simple matter of business. When the paper ceases to be worth the subscription, stop it. Many subscribers subscribe for a newspaper with the air of a person who is bestowing a favor—of paying money for which they received no equivalent. The newspaper man does not so regard it. He feels confident that he gives a quid pro quo, a full consideration. His capital is invested in the enterprise, and from it he expects to eke out a living. He is as much entitled to pay as the merchant for his goods.

Our correspondent "A" is badly mistaken in thinking there was an under current in the late convention. We know his suspicions are utterly groundless, for the very man who desired to know the preferences of the Congressional delegates, before they were elected was and is one of the strongest friends Col. Aiken has in this county, and the question was asked in his interest. So the cat was not in the meat tub there, nor, we think, anywhere, as there has, so far as we know, never been any conference or expression of opinion on the Congressional nomination about this town. It is equally a mistake to suppose our people oppose Congressman Aiken. He has made a faithful and zealous representative. We have often written to him for information and in no case has he failed to attend to the matter promptly and reply fully. We doubt if any constituency has a more active, hard working, accommodating representative than we have in Col. Aiken. His best friends, however, will admit that he has made some imprudent speeches and published some letters they did not approve, but this will wear off, and we doubt if we can find a better man, or one who, on the whole, will better represent our interests. We do not care what his avocation in life is. Whether he is a farmer, or lawyer, or merchant, or anything else, can make no difference. We are all in the same boat and must sink or swim together. What is good for the whole country is good for every profession and avocation, and it is the road to ruin and disintegration to advocate one avocation arraying itself against another. We must stand and work together and look to the good of the whole country. We are satisfied from our exchanges that Col. Aiken will be nominated for re-election, and if so, neither "A" nor "Democrat" of last week will give him a more hearty and cordial support than our Journal and the citizens of our town and county.

Townville Correspondence.

May 24, 1880.
Townville boasts of a natural freak in the way of a three legged calf.

The academy is closed.

The May party on the evening of the 7th instant was a very pleasant occasion.

Three steam threshers are owned in Townville and are being made ready for the coming harvest.

Every school in Fork Township, Anderson County, is suspended.

The annual convention of the Saluda Association will be held in the Baptist Church at this place the first week in August.

It is now thought by experienced farmers that the wheat crop will make a very fair yield, notwithstanding the very general prevalence of rust.

Mr. S. R. Johnston is improving his premises in town.

Providence Democratic Club promises to have a strong membership during the coming campaign.

Mr. John C. Harris recently enlarged his dwelling so that he now has a quite attractive residence.

Mrs. Detsy Martin, the very aged lady whom I mentioned some weeks ago as being critically ill, died shortly thereafter.

10,000 lbs. ginseng and pink root wanted. Will pay handsome prices for it delivered at our store or at the store of J. W. Harvey, Long Creek. Norman's Nickel Cologee is still ahead. Use Norman's Cholera Cure. Use Isaquena Vermifuge. Respectfully R. E. Norman & Bro.

A CARD.

EDITORS KEOWEE COURIER: In your last issue I noticed a card from J. B. Burdett, denying that he was asleep on the mail route from Wallhalla to Westminster, and other cards from Messrs. Zimmerman and Cobb to the same effect. I was the informant and am responsible for the truth of the report. The local does not fix the time of day at six o'clock and neither do I, but I certainly found Mr. Burdett lying in his buggy, horse at dead halt, with his eyes closed in every appearance of sleep. This was near Connor's school house, on Saturday evening, the 8th instant, at 5.15 P. M. of the clock. He was aroused by W. O. Alexander in the presence of myself, H. W. Butler, T. A. White, Wilburn Abbott, A. D. Adair and J. M. Keith. Let the truth be told though the heavens fall. Yours in truth, O. M. ABBOTT.

[CERTIFICATE.]

We do certify that the report and statements made in the card by O. M. Abbott are correct. We personally saw J. B. Burdett, mail carrier between Wallhalla and Westminster, near Connor's school house, buggy brought to a dead stand still and Burdett lying on his back asleep. When awakened by W. O. Alexander he started in the direction of Westminster, fifteen minutes before 6 o'clock P. M. The Courier never reported 6 o'clock, nor neither do we. We do not doubt the time the mail arrived at Westminster. We say positively that the statements made by Burdett are utterly false. Personally signed by respectively

WILBURN ABBOTT,
W. O. ALEXANDER,
T. A. WHITE,
H. W. BUTLER,
J. M. KEITH.

BELTON, May 24.—Mr. R. A. Campbell, of this place, was met at the cars this morning on his arrival from Wallhalla and brutally assaulted by Robert A. Lewis and William Moorehead. Mr. Campbell was badly cut with a knife and beaten severely on the head with a loaded pistol. His wounds are not necessarily dangerous. The cause assigned for the assault was that Mr. Campbell had made some remarks in reference to two young ladies, his connections, who had declined the escort of Lewis and Moorehead to a picnic.

Worms do exist in the human body to a great extent, and are often the cause of disease and death. Shriner's Indian Vermifuge will destroy and expel them from the system.

Gen James Longstreet has been appointed Minister to Turkey. He is the present postmaster at Gainesville, Ga.

[From the Charleston News and Courier, May 22.]

The Reorganization of the South Carolina Railroad—New Life and Hope for Charleston.

The long looked for plan for the reorganization of the South Carolina Railroad Company is now before the Charleston public. It is submitted by the New York capitalists who own and hold a majority of the bonds and stock of the company, and contemplates precisely such action as was shadowed forth in the News and Courier two or three months ago. The object is to terminate the pending litigation as rapidly as practicable, and place the road in position to overcome competition and augment its business.

There is no denial of the natural advantages of Charleston, but other ports pass this city in the race because they have more friends, more capital, larger connections. It is evident that, other things being equal, Charleston, by reason of her advantageous position and superb Ocean harbor, must soon become the first Seaport of the South; and it is equally obvious that Charleston cannot have a fair chance, and stand on as good footing as her rivals, while her principal railroad is tangled up by litigation, and no foreign capital is available for doing the work which has been done by foreign capital in other Southern cities and on the line of railroad which feed them with passengers and freight. Charleston requires absolutely independent connections with the West. Charleston requires railroads in the highest condition of efficiency for service, with their termini on the water side and with wharves and elevators sufficient for the cheap and easy handling of every description of freight. Charleston requires a fleet of swift and commodious steamships, entirely under the control of her main railways. These are indispensable to rapid progress. They have not been had, because the South Carolina Railroad had insufficient means and poor credit, and because the concern, since it has been in the Receiver's hands, is incapable of making permanent alliances or extensions, can command no large sums of money, and is limited, in its operations, to such expenditures as are needful to make travel safe and reasonably comfortable. In the meantime, the railways which are unfettered rapidly strengthen their position, and gain valuable advantages. There is no mystery in it. Charleston is held back and tied down by the helplessness of the South Carolina Railroad, and this helplessness will continue and increase as long as the Road is in the hands of a Receiver, instead of being in the keeping of the representatives of owners who have faith in the property, who are ready to spend money on it, and who cannot improve the condition of the Road without improving correspondingly the position of Charleston.

There is no need that this depressing state of affairs shall continue. The New York capitalists who are represented by the Purchasing Committee, of which Mr. Barnes is chairman, are prepared to put the South Carolina Railroad on its feet, and thereby ensure the growth and development of Charleston! What are their plans?

They propose, upon the completion of the reorganization of the company, whether by consent of those interested or after a sale of the road, to expend about a million dollars in laying the entire line with steel rails; in providing wharves and depots, with the necessary elevators, on the water side; in obtaining a fleet of steamships, and in improving the Western connections of the company. If there be no long delay caused by refusals to agree to the plan of reorganization, the chief improvements contemplated will be effected in time for the opening of business this autumn. The money will be derived mainly from an assessment on the stock of the Company. This will amount to half a million dollars. The remainder will be derived from the sale of reserved bonds of the first and second mortgage. One of three new steamships for the Charleston line is nearly ready. On a second steamship half the work is done. Work on the third steamship is begun. Nor is the plan of reorganization a plan, and nothing more. We have authority for saying that the agreement has been signed by the owners of nearly all of the undisputed Second Mortgage bonds of the South Carolina Railroad, by the holders of a majority of the non mortgage bonds by three million dollars of stock, and by holders of some of the large holders of the floating debt. This has been accomplished in a few days, and it is understood that the City Bank of New York and the First National Bank of Charleston are ready to come in. This is the best evidence of the general acceptability of the plan of reorganization, and of the confidence of the holders of the bulk of the property in the standing and ability of the Purchasing Committee. It is, besides, a guaranty of the willingness and ability of the New York stockholders to breathe new life into the road. This assent to the agreement is a pledge of a cash contribution of three hundred thousand dollars to be expended on the Road for the purposes already described.

We pass now to the plan of reorganization itself, which is fully explained elsewhere. It contemplates the creation of a First Mortgage debt of \$4,500,000, a Second Mortgage debt of \$2,000,000, and an Income bond debt of \$2,000,000. Behind these bonds will come the stock. With the new first Mortgage 6 per cent. gold bonds, which will readily sell at par, if not at a premium, provision will be made for the outstanding First Mortgage debt of the present company. The present undisputed Second Mortgage bonds, with the accrued interest to September, will be converted at par into the new First Mortgage bonds. The present Non-Mortgage will be exchanged, principal and interest as follows: 50 per cent. in the new Second Mortgage bonds, 30 per cent. in the new Income bonds (which receive 6 per cent. interest out of the net earnings, or such lesser amount as may be earned) and 20 per cent. in the new stock. The floating debt of the present company, now secured by the deposit of collateral other than First Mortgage bonds, is to be exchanged, principal and interest, for bonds and stock on the same terms as the Non-Mortgage bonds. The stockholders are required to contribute in cash ten per cent. of the amount of their stock, for which they receive Second Mortgage bonds, and must surrender twenty per cent. of their stock in exchange for

the new Income bonds, receiving new stock for the remaining 70 per cent.

It will be seen at once that large concessions are expected of the holders of the Non-Mortgage bonds, and the floating debt. The conclusion was that better terms could not be offered them without endangering the success of the whole scheme. Two considerations are suggested to them: Can they obtain more by refusing to join in the agreement, and will not the losses be counterbalanced, in the case of local holders, by gains elsewhere?

The selling value of the South Carolina Railroad must decrease rather than increase while it remains the subject of litigation. This is the result of the loss of business or failure to augment business and of the frightful expense of such proceeding as are now in progress. Any one who looks at the array of council in the United States Court House, and who knows the liberality of council in fixing fees for each other must look with dismay upon the continuance of litigation. Assuming that the road, by reason of a refusal to accept the plan of reorganization, shall remain in Court for two or three years more, it will bring but a comparatively small sum over and above the First Mortgage debt. They who have failed to sign the agreement for reorganization will get nothing but their distributive share of the proceeds of the sale. The non-signing, Non-Mortgage bondholders and stockholders will lose every penny. The non-signing Second Mortgage bondholders will get their proportion of the net amount realized, while those who have signed the agreement will take an equal share of the proceeds and be, by purchase, the owners of the road. It is clear, likewise, that every one who has any permanent interest in Charleston will be largely benefited by the life and activity, the expansion of trade and increase of population, that must follow the reorganization of the South Carolina Railroad with high credit and ample means. This benefit will more than make up the loss involved in the agreement for reorganization. On the other hand, any failure to join in the agreement will cut the local property holder and merchant both ways. It will diminish or destroy the value of his bonds or stock, and, by the dangerous delay in extricating the South Carolina Railroad from its embarrassments, it will lessen the value of every stick and stone in Charleston.

The Charleston public will watch with the deepest interest the progress of the plan of reorganization. They see in it their one bright hope of making Charleston in this generation, a great, populous City. They see in the means of repairing every loss they have sustained, and of confirming and deepening every element of prosperity. They see in it, too, an opportunity to prove the satisfaction with which Charleston beholds the prospective influx of Northern capital, and they will have no other wish than that the investment shall be profitable beyond every present expectation. For Charleston much depends on the success of the plan of reorganization, and every day that is lost is an injury to the City. When the South Carolina Railroad shall be once more under the direction of wealthy and liberal owners, when the laden cars shall run to the water side; when all the Charleston steamships shall be famous for their speed and their accommodations; when giant elevators shall be filled with golden grain, and the mountains, which have barred out Charleston from the West, shall be traversed easily and speedily by trains taking out immigrants and West Indian products and bringing back breadstuffs and provisions—then the problem of a century will be solved and Charleston's grand future will be assured beyond peradventure! All this and more Charleston can count on, if the New York capitalists who are interested in the South Carolina Railroad be not balked or thwarted. Upon this hangs the future of Charleston! This is the conviction of the thinking, working and property holding people of the city.

HYMENEAL.

Married, at the residence of Mr. Elijah Foster, May 19th, 1880, by Rev. W. A. Hodges, Mr. William D. James to Miss Lila B. Johns, only daughter of the late Dr. John Johns, both of Oconee County.

THE CANDIDATES COLUMN

THE FARMERS' CANDIDATE
For Re-Election to Congress,
HON. D. WYATT AIKEN,
COKEBURY, S. C.

For the Legislature.

The friends of JNO. M. HUDSON respectfully announce him as an independent candidate for the Legislature at the next election, and are authorized to state that if elected he will oppose the fence law and vote against it.

Special Notices.

Messrs. Hutchison & Bro.—Having thoroughly tested your "Nerve-Gin" in my case, I cheerfully recommend it to all who suffer with neuralgia.

THOS. M. WOOD,
of Howard, Wood & Co.

One Who Knows says: Rankin's Compound Fluid Extract of Buchu and Juniper is the most pleasant and effective remedy for all diseases of the bladder or kidneys that has been offered to the public. Mild and pleasant in its action, it stimulates and invigorates the secretions, and gives health and tone to the prostate or diseased organs. Pain in the bladder, gravel, prostration, non-retention of the Urine, Brick Dust Deposit—in fact, all diseases of the bladder or kidneys are cured by it. Prepared only by Hunt, Rankin & Lanar, Druggists, Atlanta, Ga., and for sale by R. E. Norman & Bro.

ANTIOTIC, TRUMP CO., July 4, 1870.
I am one of the unfortunate sufferers from gravel or disease of the kidneys, and find more and speedier relief from Rankin's Buchu and Juniper than anything I have ever tried. I esteem it so highly were there but one bottle in the world I would willingly give \$100, or any amount, for it. I recommend it above all other similar preparations.

E. T. WINN.

Final Settlement.

NOTICE is hereby given that the undersigned administrator of the estate of Samuel Perry, deceased, will apply to Richard Lewis, Judge of Probate for Oconee County, S. C., on Monday, the 14th day of June next, for a final settlement of said estate and a full discharge therefrom as such administrator.

MARY PERRY,
Administrator.

May 13, 1880

LADIES' STORE

WE have just opened the most beautiful and largest lot of Ladies' Spring and Summer Dress Goods that has ever been brought to this town. We would make special mention of the following:

MOHAIR Bunting, Momie Cloths, Silk Pongees and a full variety of Colored Silks for trimmings.

OUR Line of Ladies' Hats and Hat Trimmings is unsurpassed in point of Quality, Variety and Price.

A Full Assortment of Ruching, Ruffles, Collarettes, Linen Sets, White Goods Ribbons, Laces, Cravats, Silk Handkerchiefs, &c.

A Large Lot of the Latest Styles of Gents' and Boys' Straw Hats.

YOU can derive a better idea by personally examining our varied assortment of Dry Goods, Notions and Fancy Goods.

A Nice Assortment of Gents' Clothing and Cassimeres.

CALL AND SEE US.

Respectfully,
C. L. REID & CO.

April 15, 1880

Notice to Creditors.

State of South Carolina.

Oconee County.

IN THE MASTER'S COURT.

Jesse W. Stribling, as Administrator of the Estate of W. N. Craig, deceased, Plaintiff, against S. E. Craig and others, Defendants COMPLAINT FOR RELIEF.

THE Creditors of W. N. Craig, deceased, are hereby required to prove their demands before me on the 25th day of June, 1880, and failing to do so may be barred of all benefits under the decree in the above stated action.

RICHARD LEWIS,
Master Oconee County.

April 8, 1880

PIANOS

\$165 TO \$400.—All strictly first-class.—Sold at wholesale and retail prices. Highest quality of Gentlemen's Exhibitions. Mathews' Sole for Square Grand. Finest Organs in America.—12,000 in use. Catalogue of Agents in all the States. The best in the world. An 8 stop organ only \$64.50. 10 stop, \$87.50. 12 stop, \$110.00. 15 stop, \$137.50. 18 stop, \$165.00. 20 stop, \$192.50. 22 stop, \$220.00. 24 stop, \$247.50. 26 stop, \$275.00. 28 stop, \$302.50. 30 stop, \$330.00. 32 stop, \$357.50. 34 stop, \$385.00. 36 stop, \$412.50. 38 stop, \$440.00. 40 stop, \$467.50. 42 stop, \$495.00. 44 stop, \$522.50. 46 stop, \$550.00. 48 stop, \$577.50. 50 stop, \$605.00. 52 stop, \$632.50. 54 stop, \$660.00. 56 stop, \$687.50. 58 stop, \$715.00. 60 stop, \$742.50. 62 stop, \$770.00. 64 stop, \$797.50. 66 stop, \$825.00. 68 stop, \$852.50. 70 stop, \$880.00. 72 stop, \$907.50. 74 stop, \$935.00. 76 stop, \$962.50. 78 stop, \$990.00. 80 stop, \$1,017.50. 82 stop, \$1,045.00. 84 stop, \$1,072.50. 86 stop, \$1,100.00. 88 stop, \$1,127.50. 90 stop, \$1,155.00. 92 stop, \$1,182.50. 94 stop, \$1,210.00. 96 stop, \$1,237.50. 98 stop, \$1,265.00. 100 stop, \$1,292.50. 102 stop, \$1,320.00. 104 stop, \$1,347.50. 106 stop, \$1,375.00. 108 stop, \$1,402.50. 110 stop, \$1,430.00. 112 stop, \$1,457.50. 114 stop, \$1,485.00. 116 stop, \$1,512.50. 118 stop, \$1,540.00. 120 stop, \$1,567.50. 122 stop, \$1,595.00. 124 stop, \$1,622.50. 126 stop, \$1,650.00. 128 stop, \$1,677.50. 130 stop, \$1,705.00. 132 stop, \$1,732.50. 134 stop, \$1,760.00. 136 stop, \$1,787.50. 138 stop, \$1,815.00. 140 stop, \$1,842.50. 142 stop, \$1,870.00. 144 stop, \$1,897.50. 146 stop, \$1,925.00. 148 stop, \$1,952.50. 150 stop, \$1,980.00. 152 stop, \$2,007.50. 154 stop, \$2,035.00. 156 stop, \$2,062.50. 158 stop, \$2,090.00. 160 stop, \$2,117.50. 162 stop, \$2,145.00. 164 stop, \$2,172.50. 166 stop, \$2,200.00. 168 stop, \$2,227.50. 170 stop, \$2,255.00. 172 stop, \$2,282.50. 174 stop, \$2,310.00. 176 stop, \$2,337.50. 178 stop, \$2,365.00. 180 stop, \$2,392.50. 182 stop, \$2,420.00. 184 stop, \$2,447.50. 186 stop, \$2,475.00. 188 stop, \$2,502.50. 190 stop, \$2,530.00. 192 stop, \$2,557.50. 194 stop, \$2,585.00. 196 stop, \$2,612.50. 198 stop, \$2,640.00. 200 stop, \$2,667.50. 202 stop, \$2,695.00. 204 stop, \$2,722.50. 206 stop, \$2,750.00. 208 stop, \$2,777.50. 210 stop, \$2,805.00. 212 stop, \$2,832.50. 214 stop, \$2,860.00. 216 stop, \$2,887.50. 218 stop, \$2,915.00. 220 stop, \$2,942.50. 222 stop, \$2,970.00. 224 stop, \$2,997.50. 226 stop, \$3,025.00. 228 stop, \$3,052.50. 230 stop, \$3,080.00. 232 stop, \$3,107.50. 234 stop, \$3,135.00. 236 stop, \$3,162.50. 238 stop, \$3,190.00. 240 stop, \$3,217.50. 242 stop, \$3,245.00. 244 stop, \$3,272.50. 246 stop, \$3,300.00. 248 stop, \$3,327.50. 250 stop, \$3,355.00. 252 stop, \$3,382.50. 254 stop, \$3,410.00. 256 stop, \$3,437.50. 258 stop, \$3,465.00. 260 stop, \$3,492.50. 262 stop, \$3,520.00. 264 stop, \$3,547.50. 266 stop, \$3,575.00. 268 stop, \$3,602.50. 270 stop, \$3,630.00. 272 stop, \$3,657.50. 274 stop, \$3,685.00. 276 stop, \$3,712.50. 278 stop, \$3,740.00. 280 stop, \$3,767.50. 282 stop, \$3,795.00. 284 stop, \$3,822.50. 286 stop, \$3,850.00. 288 stop, \$3,877.50. 290 stop, \$3,905.00. 292 stop, \$3,932.50. 294 stop, \$3,960.00. 296 stop, \$3,987.50. 298 stop, \$4,015.00. 300 stop, \$4,042.50. 302 stop, \$4,070.00. 304 stop, \$4,097.50. 306 stop, \$4,125.00. 308 stop, \$4,152.50. 310 stop, \$4,180.00. 312 stop, \$4,207.50. 314 stop, \$4,235.00. 316 stop, \$4,262.50. 318 stop, \$4,290.00. 320 stop, \$4,317.50. 322 stop, \$4,345.00. 324 stop, \$4,372.50. 326 stop, \$4,400.00. 328 stop, \$4,427.50. 330 stop, \$4,455.00. 332 stop, \$4,482.50. 334 stop, \$4,510.00. 336 stop, \$4,537.50. 338 stop, \$4,565.00. 340 stop, \$4,592.50. 342 stop, \$4,620.00. 344 stop, \$4,647.50. 346 stop, \$4,675.00. 348 stop, \$4,702.50. 350 stop, \$4,730.00. 352 stop, \$4,757.50. 354 stop, \$4,785.00. 356 stop, \$4,812.50. 358 stop, \$4,840.00. 360 stop, \$4,867.50. 362 stop, \$4,895.00. 364 stop, \$4,922.50. 366 stop, \$4,950.00. 368 stop, \$4,977.50. 370 stop, \$5,005.00. 372 stop, \$5,032.50. 374 stop, \$5,060.00. 376 stop, \$5,087.50. 378 stop, \$5,115.00. 380 stop, \$5,142.50. 382 stop, \$5,170.00. 384 stop, \$5,197.50. 386 stop, \$5,225.00. 388 stop, \$5,252.50. 390 stop, \$5,280.00. 392 stop, \$5,307.50. 394 stop, \$5,335.00. 396 stop, \$5,362.50. 398 stop, \$5,390.00. 400 stop, \$5,417.50. 402 stop, \$5,445.00. 404 stop, \$5,472.50. 406 stop, \$5,500.00. 408 stop, \$5,527.50. 410 stop, \$5,555.00. 412 stop, \$5,582.50. 414 stop, \$5,610.00. 416 stop, \$5,637.50. 418 stop, \$5,665.00. 420 stop, \$5,692.50. 422 stop, \$5,720.00. 424 stop, \$5,747.50. 426 stop, \$5,775.00. 428 stop, \$5,802.50. 430 stop, \$5,830.00. 432 stop, \$5,857.50. 434 stop, \$5,885.00. 436 stop, \$5,912.50. 438 stop, \$5,940.00. 440 stop, \$5,967.50. 442 stop, \$5,995.00. 444 stop, \$6,022.50. 446 stop, \$6,050.00. 448 stop, \$6,077.50. 450 stop, \$6,105.00. 452 stop, \$6,132.50. 454 stop, \$6,160.00. 456 stop, \$6,187.50. 458 stop, \$6,215.00. 460 stop, \$6,242.50. 462 stop, \$6,270.00. 464 stop, \$6,297.50. 466 stop, \$6,325.00. 468 stop, \$6,352.50. 470 stop, \$6,380.00. 472 stop, \$6,407.50. 474